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HONGKONG, 25th December, 1901.

The next meeting of the Congress of the United States is likely to be an important one in the history of the country. For some sixteen years the position of the three constituents of the somewhat complicated executive of the United States has been in a state of chronic strain. For the most part the Senate and the House have been in some vital point opposed, and between them the President has had to pick his steps warily, often to meet with a slap in the face from one or other, which in a constitution not so exactly balanced as that of the States would have rendered him utterly powerless, or compelled him to retire from office. At other times the President himself has been in open and acknowledged discord with both his houses, and it was only by a sort of mutual compromise that a *modus vivendi* was at last found, and the business of the country prevented from coming to a deadlock. It was only last year that the Senate gave the President such an ugly knock-down blow in the rejection of the *HAY-PAUNCEFOOTE* treaty that no government not strong in the confidence of the country could have stood the shock. In the present Congress, under the new President, the skies look clearer, although an abortive attempt was made by a few less far-sighted members of the Senate to reopen the contest. But this is not the only question of importance to the world at large to occupy the attention of both sections of Congress. Notwithstanding the victory of the late President *MCKINLEY* over his opponent *BEARAK* on the silver question, and the desire of the moneyed classes of the country that the issue should be fixed once and for all time by the demonetization of silver, *MCKINLEY* was never in sufficient touch with Congress to have an act passed to that effect. Practically, and with the tacit consent of the country, the sole standard has become the gold dollar, but until this is legally and officially recognised it is still in the power of agitators from time to time to raise the question when disastrous to embarrassing the Government for the time being. It was the intention of the late President to do his utmost to have this anomaly redressed, and it is understood that Mr. *ROOSEVELT* is equally anxious with his predecessor to have this done; but will Mr. *ROOSEVELT*'s influence with the Senate prove stronger than that of his predecessor? Much may yet rest upon this during the remainder of his term. It is, however, in questions of tariff that the struggle is likely to be keenest: President *MCKINLEY* made no secret of his opinion that the system that went by his name had its disadvantages, and that already the burdens upon trade as well as the pressure on the people of the States were becoming so oppressive as to call for some modification. Mr. *ROOSEVELT* in his utterances on succeeding to office expressed pretty plainly ideas that implied his preference for a tariff for revenue. The fact is that at the close of the financial quarter there was so much actual specie piled up in the United States treasury—nearly five hundred and fifty million dollars—that the look-out was embarrassing and that the Treasury found it necessary to cancel its notes accordingly. Such a fact may indicate a state of high prosperity, but as withdrawing for the moment so large a mass of currency from the industries of the nation it has peculiar dangers of its own. The effect of the highly protectionist tariff of the last ten years has been, as was intended, to cause an inflow of gold into the country; but like any other commodity, gold may become a drug and as a drug must fall in value when brought in contact with other commodities. There is no doubt that this depreciated value of gold in the States has already proceeded to such an extent as seriously to interfere with the exporting capacity of the country. Nominally, it is true, the exports have been increasing in quantity and value, but it behoves the people of the States to understand at whose expense this has been effected. It is already becoming a subject of complaint that the great combinations fostered by the present revenue system of the States are only enabled to export in the quantities they have done during the last few years by raising the price in proportion on their home constituents. In principle this does not differ from the system of bounties practised by some of the European States—which is expressly forbidden by the constitution of the States. Though the people do not pay the amount in taxes as do their neighbours in Europe, they do pay all the same, and it makes little or no difference whether the money comes out of their pockets as taxes, or in artificially enhanced prices for the necessities of life. That Mr. *ROOSEVELT* has, with many of his countrymen, come to understand this, is plain from his early speeches; but Protection is still in the United States a word to conjure by, and those whose profits depend on it are not likely to let it become a byword so long as their personal influence can prevent it. Mr. *ROOSEVELT* has shown himself too wise a statesman to be likely to make shipwreck of his political reputation by seeking to hasten the conflict before it is ripe, and has announced that he does not intend to propose any changes in the Tariff. This is the act of a wise man; the principle that the present excessive tariff must before long be modified is growing in the States, and any attempt at interfering with the growing plant would be in the last degree dangerous as well as unpopular. Give a dog rope enough, and he will hang himself. Protection has had a long run, but the indications are that the innings is coming to an end.

The only case of communicable disease reported in the Colony last week was one of small-pox. No details of the case are to hand.

A Chinaman who was surprised in an act of larceny on board the *s.s. Matsura Maru* in the harbour, jumped overboard in attempting to evade capture, and was so seriously injured that he had to be taken to hospital.

As the result of a landslip at Hunghom, where a hill is being cut down to fill in the foreshore, the police report that one man has died from injuries sustained. Another Chinaman was severely hurt and is presently in hospital.

The *Indian Daily News* learns that travelling inspectors of railway accounts will be sent to China from India for the Shauhaikwan Railway, and Mr. Franks of the North-Western Railway, and Mr. Yokohama, of the Eastern Bengal State Railway, have been recommended for the appointments.

As will be seen from the notice appearing in another column, it is the intention of the P. & O. S. N. Co., the Messengers Maritimes Co., and the Norddeutscher Lloyd Co., to issue from 1st January, 1902, special home return tickets, available for two years (from date of departure to date of arrival or return) for one-and-a-half fare.

The Empire Comedy and Vaudeville Company, which recently visited Hongkong, opened in the Lyceum Theatre, Shanghai, on the night of Monday last.

When the members of the Royal Navy Club, 1765-85, dined at the Whitelhill Rooms, Hotel Metropole, on the 19th ult. to celebrate His Majesty's birthday and to commemorate the battle of Camperdown, with Vice-Admiral Sir Harry Rawson in the chair, the guest was Major-General Sir Alfred Ganvo.

M. Hubbard, in his report to the French Chamber on the Chinese indemnity claims, compares the French claims with those of Germany: "The French claim amounts to about £1,195,000,000 for an expeditionary force of 637 officers and 16,650 men; the German claim to £304,000,000 for a force of 355 officers and 18,700 men." These figures refer to the claims by the two Governments for State expenditure.

The story circulated in Japan about the proposed Russo-Chinese warship deal that on the occasion of M. Romanoff's recent visit to Vladivostok, he was strongly urged by the Governor of that place to complete the purchase, and he consented to use his influence on his return to St. Petersburg. The cost of the ships would be deducted from the amount of the Chinese indemnity, or other indemnity bonds to be handed over to the syndicate that undertook the building of the vessels and had not yet been paid for them.

In our issue of the 18th ult. we had a report of the China Association dinner in London on the 11th ult., taken from the home papers. Sir Thomas Sutherland was made to say in the course of his speech wishing "Prosperity to the Association" that "He believed there was great danger in a return to power of the anti-foreign and reactionary Government, and he trusted our Government would not allow them to lapse into that ignorance and indifference which distinguished our Ministers in Peking when they were totally unconscious of danger until within a few hours of the time when the Legations were actually besieged." The word "our" should have been "the." The mistake was not ours, but we are glad to make the correction, as the Chairman of the Association did not intend to cast a reflection on Sir Claude MacDonald.

We have to acknowledge receipt of numerous calendars and almanacs for 1902. Messrs. Lane, Crawford & Co., general storekeepers and ship chandlers, issue as formerly a neat and serviceable little calendar in leather. Messrs. Simson & Co., the Hongkong agents of the Transatlantic Fire Insurance Co., Ltd., Hamburg, and of the Sun Fire Office, London, send us copies of the calendars issued by these companies. Others received are those of the New Zealand Insurance Co., the Liverpool and London and Globe Insurance Co., and the Phoenix Assurance Co., of London—all from Messrs. Douglas, Lapraik & Co.; the Northern Assurance Co., from Messrs. Turner & Co.; the Manchester Assurance Co., from Messrs. Hilliard, Wise & Co.; the Royal Insurance Co., from Messrs. Melchers & Co.; the Imperial Insurance Co., Ltd., of London, from Messrs. Dodwell & Co., Ltd. The Nippon Yusen Kaisha (Japan Mail Steamship Co.) issue a very pretty pictorial calendar; the P. & O. Steam Navigation Co. a useful pocket diary and almanac with illustrated frontispiece. Of similar form to the latter is the illustrated almanac and diary of the Royal Insurance Co. Mr. A. R. Mark, general agent of L'Union Fire Insurance Co., Ltd., of Paris, sends a calendar and a neat pocket-book issued by his company. The calendar of the American Tobacco Co. is admirably set off by the embossed portrait of a lady. That of the Manufacturers' Life Insurance Co., Toronto, Canada, takes the form of a coloured map of the World, and is presented by Messrs. Bradley & Co., the local agents.

The travelling correspondent of the *Loudon Daily News*, writing after a visit to Vladivostok, says:—The impression left on my mind, after inquiring into the foreign import trade all through Siberia, is that Germany comes first. America makes a good second, while Great Britain is a very bad third, with France and Austria on her heels. Vladivostok certainly needs a British Commercial Agent. A University man is not necessary; but a man who understands trade, who is not above finding out the price of candles in local stores, who will keep his eyes on things in demand, and knows how cheaply they can be made in England, would be valuable. I met a Britisher from Shanghai who was half despondent and half blasphemous about British trade not holding its own. Personally, I know the majority of British Consuls in the East are capable men. But he was furious against the whole tribe. He gave me what he called an instance of how the British Consul is "too big for his job." He went into a Consulate recently and asked, "Could you please give me a list of all the merchants in the town who are in such-and-such a line?" "What are you?" asked the Consul. "Well, I'm travelling to push this particular line in the East." "Look here," said the Consul. "You mustn't think I'm here a sort of directory to help men who have got something to sell." "Then what are you here for?" asked the traveller. "Your manner is rather rude," said the Consul. "Please tell me what you are here for, if it is not to help British firms who want to develop trade, and I will apologize," said the traveller. "You quite misunderstand a Consul's duties," replied Great Britain's representative. "No," continued this wrathful Englishman to me, "I want straight to the German Consul and asked as politely as I could if he had a list of firms who dealt in so-and-so. Of course he had; he told me all about local trades, and he would be likely to do business with me. And all this very kindly to a Britisher, not a Dutchman, whereas that—then came a purple-worded description of the Consul.

Mr. Chamberlain, replying last month through his secretary to a correspondent, said that the so-called agitation against him in Germany was so evidently artificial, and so entirely based on a misapprehension of his speech, that he did not propose to take any notice of it.

The death is announced in the home papers at Hasla Hospital of Sub-Lieut. W. Pope, R. N., who was recently on this station. Deceased, who was only 21 years of age, had been under treatment since his return from China, where he caught a severe chill, which developed into consumption. He was the fifth son of Mr. A. Pope, of South Court, Dorsetshire.

A New York correspondent states that the Atlantic passenger pool is said to have broken down. The English lines say that the Germans began the trouble by giving superior accommodation below the agreed schedule. Hence the Cunard fixed a minimum rate on its crack boats of \$50. The North German Lloyd and Hamburg announce a cut of \$10. The White Star is expected shortly to announce a \$50 rate on the Oceanic, being, like the Cunard reduction, \$10 below the previous minimum.

A New York correspondent states that the story circulated in Japan about the proposed Russo-Chinese warship deal that on the occasion of M. Romanoff's recent visit to Vladivostok, he was strongly urged by the Governor of that place to complete the purchase, and he consented to use his influence on his return to St. Petersburg. The cost of the ships would be deducted from the amount of the Chinese indemnity, or other indemnity bonds to be handed over to the syndicate that undertook the building of the vessels and had not yet been paid for them.

The following item of news may be commended to those who groan over England falling out of the race in commerce and industry:—The Commercial Pacific Cable Company, lately organized at New York to lay an American Pacific cable between San Francisco and the Philippine Islands, has awarded the contract for the manufacture and laying of the first section between San Francisco and Honolulu to an English company, who guarantee to complete the said section in ten months. The contract price of this span is nearly \$3,000,000, and manufacture begins forthwith.

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The article in the *National Review* (to which we recently alluded) suggesting an Anglo-Russian rapprochement made a great impression all over the Continent, and formed the theme of endless speculation in the foreign Press. Certain French newspapers went so far as to affirm that it was due to the inspiration of Lord Lansdowne. It attracted attention in Vienna, but in well-informed circles it was never regarded as anything more than a remarkable journalistic production, void of political foundation.

The whole business clearly depends not so much on an unfortunate error on the part of the Germans as on a mistake, to use the word a frequently employed by you, on the part of the Indian soldiers. As the enquiry has already been confirmed, the frenzied Afridi without the slightest provocation from the German side, confirmed, a German officer and a baker. All the above German soldiers were unarmed and a German guard had not yet arrived on the scene. When the latter did arrive, the only person it used its arms against was the frenzied Afridi.

Mr. Morgan Phillips, barrister-at-law, appeared for the master of the *Vale of Doon* and Mr. Goldring, of Messrs. Dacon and Hastings, solicitors, for the defendant.Mr. Morgan Phillips, in opening the case, said that the master of the *Vale of Doon* charged the mate with disobedience to orders and misconduct on a voyage of the ship from Hongkong to Borneo and back. The vessel was owned by Mr. Bruce in Annoy and was bought some four and a half years ago in England and brought out and sailed on this coast by Captain Petersen. He had been her master during the whole of that time, and during all that time he had conducted himself with propriety and satisfaction to his owner and everyone with whom he had come into contact. The *Vale of Doon* left Hongkong on the 17th September bound on a voyage to Borneo. The mate was shipped in Hongkong for twelve months' engagement. There was a crew of 15 all told. Trouble seemed to have arisen immediately, for in the official log-book of the 19th September there was an entry that when the captain requested the mate to take the time for a sight for him the latter flatly refused to do so. This was one of the acts of disobedience of which the master complained, and certainly not an unimportant one. On two other occasions the mate refused to take the sight—10th October and 14th November. In addition to these, the master complained of general misconduct on the mate's part during the whole of the voyage. Witnesses, members of the crew, would state that the mate was continually speaking in the most disrespectful and violent way to them of the master, saying what he would do to him, and that upon more than one occasion he threatened the master and certainly on one occasion put his fist in the master's face and abused him. This course of misconduct through the whole voyage tended of course to cause insubordination in the crew and to render the proper sailing of the ship by the master almost impossible. He would produce in the case a letter written by the mate to the captain while on the voyage. It was received by the master on 28th November. This letter recited the complaints which the mate had to make against the master. It was a very long letter. In it the mate got to "seventy-odd" as far as the complaints went. One of his statements in the letter was that "the class of officers you have had never dared complain but me it is different; I act up to the law and am no drunkard and cannot be bought for drink." Speaking French myself fluently, in various dialects, from negro French to pure French, I object to its use on a British vessel where English alone should be spoken," etc. The mate went on to say that French was used only because it was thought it would not be understood; it was a *stat in the dark* sort of work. Besides other remarks made in the letter, the master told the master that "evil communication corrupt good manners." "Live with a pig and become a pig," etc. A man who could write such stuff as this could hardly be in his right senses, certainly not a man to fill the position of the mate of a ship.

John C. T. Petersen, the master, was the first witness called. He said he sailed on the 17th and had occasion to fall foul with the mate on the 19th owing to his refusal to take the time for a sight. On the 14th November he refused to take in or set sail during his watch. On the day before that the mate used threatening language to him, abused him, and provoked him to strike. He behaved very insolently the whole voyage. On another occasion the mate swore at him and refused to obey orders with reference to the repair of a certain part of the rigging. He spoke to a crew a great deal, made chums with them, and relaxed discipline on board. Witness did not know what the mate said to the sailors, but if they had behaved toward the mate in the same manner as the mate behaved toward him, he thought it would have been called mutiny.

Cross-examined.—During the four and three months he had commanded the *Vale of Doon* he had had six mates, before the defendant. He received complaints from the mate about the quality of the water and the food. It was the case that the mate's servant was damaged by falling out of his bunk, but the master did not know the mate's name. He had a night watch for a mate to put forward this as an excuse for not doing so. On 1st or 2nd December there was a row between the

mate and the crew and witness heard cries of "Captain, captain." He went on deck and each other, each with a cutlass, bar in his hands. He afterwards found that the mate and the carpenter were both slightly wounded. The mate stated that he had given the carpenter some orders which the latter did not carry out; then a scuffle ensued and the crew, attacked the mate with cutlasses. The mate complained about the witness's wife being on board, saying that she was always talking to the crew and the cook. Her presence on board did not in any way interfere with accommodation provided for the mate.

Corroborative evidence was led for the prosecution.

No witness was called for the defence.

The Court having heard and carefully considered the evidence given in the presence of the accused, and as having brought no evidence, nor made any statement in his defence, found "That the mate of the British barque *Vale of Doon*, Harry Gordon Harbord, master of the said vessel, Commander A. Murray Ramsey, R.N., Stipendiary Magistrate, presided, and the other members of the court present were Lieut. Payne-Gallwey, R.N., H. M. B. Gotch; William E. G. Craven, master of the British *s.s. Indra*; and R. F. Desmure, master of the British barque *Os'ga*.

The whole business clearly depends not so much on an unfortunate error on the part of the Germans as on a mistake, to use the word a frequently employed by you, on the part of the Indian soldiers. As the enquiry has already been confirmed, the frenzied Afridi without the slightest provocation from the German side, confirmed, a German officer and a baker. All the above German soldiers were unarmed and a German guard had not yet arrived on the scene. When the latter did arrive, the only person it used its arms against was the frenzied Afridi.

The Indian guard following up, fired into the German lines, undoubtedly with the intention of shooting the Afridi, and the German soldiers engaged themselves in building a church, who did not know what had previously occurred.

The Indian guard, could only suppose it was firing at them. The Indians then tried to force their way on to the strongly enclosed site occupied by the German commissariat, doubtless with the idea of seizing the German, but in such a manner that the German soldiers were engaged in building the church and suddenly saw a German officer lying there in his blood, could only imagine an attack was intended.

They consequently seized the Indian guard, but not before some casualties had occurred, and even these injuries would not have been sustained by the guard if it had not resisted its arrest.

We have the honour to be,

etc.

Very Respectfully,

Major-General,

Commanding German Troops,

O.M. GRENZ, Major-General,

Comdg. British Contingent,

China Field Force.

Tientsin, 11th December, 1901.

TELEGRAMS.

REUTER'S SERVICE.

London, 21st December.

AUSTRALIA—THE "NECKAR."

CASE.

The captain of the N. D. L. steamer Neckar, imprisoned at Fremantle for non-payment of the fine imposed for contravening the new Australian Customs law, has been released, the agents of the vessel having given their bond for the payment of the fine and costs.</

the Maloo, near the Nard Academy. The buildings to be occupied by the German Consul are also in course of erection. When these are completed they will add greatly to the comfort of those immediately concerned, and to the beauty of our city.

A new hotel and general store is almost completed. As it stands on the river-side, in a commanding position, and is quite an imposing looking structure, it is to be hoped that the enterprise, while ministering to the general welfare, will be a success financially.

BEAVO, JAPAN. A Japanese Imperial Post Office has been established here. According to the scale of charges in use, it is possible to send matter to all parts of China and the world as cheaply and conveniently as from Shanghai. We are greatly pleased at this, as it will tend to bring the Imperial Chinese Post down from its "high perch."

NAVAL. The warships now here, are:—H. M. S. Eclipse, U.S.A. Wilmington, and S. M. S. Schleswig—Mercury.

THE Isthmian CANAL TREATY.

The Times Washington correspondent thus describes the Hay-Pauncefote Treaty:—"The new treaty superseded the Clayton-Bulwer Treaty, which gave the United States sole authority and control over the canal, making this Government the sole guardian of neutrality, and secures England equal commercial rights in the use of the canal. England undoubtedly waived certain objections she has heretofore pressed, but negotiations ended in the final and complete agreement of the two Governments on all points. There is no disposition on the part of this Government to claim the result as a triumph or to regard it as a surrender by England. The right to protect the canal is considered to grow out of the exclusive guarantee by the United States. Every view I have heard expressed in Washington in the highest quarters is one of rejoicing over the good understanding between the two countries. While it is not thought England has relinquished anything of value to her, it is felt that the United States gains a free hand in building a canal which she must have for the peaceful development of her maritime resources."

Reuter's correspondent at Washington, writing at the same time, says:—"The principal point of difference between the new treaty and the one that failed to pass the Senate, is the withdrawal of Great Britain from the joint guarantee of the neutrality of the canal, leaving the United States as sole guarantor. The section of the old provision respecting the right to fortify the canal leaves that right by inference with the United States. All commerce, of whatever nationality, will fare alike, and there will be no discrimination in the rates in favour of United States shipping. By the new convention the United States is at liberty to construct a canal, and nothing more remains to be done, as far as this treaty is concerned, before the Senate acts upon it. If it is ratified, the State Department will proceed immediately to negotiate treaties with Costa Rica and Nicaragua permitting the construction of the canal and prescribing the terms upon which the consent of Nicaragua and Costa Rica is given."

VIVA VOCE VOTING.

The proposal of Dr. E. McIlwaine, a member of the Virginia Constitutional Convention, to return to *viva voce* voting at elections revives many interesting memories, says the *Bulletin* of San. This method of voting was general for many years, and survived in Virginia until the Civil War period. In Maryland it was abandoned 70 or 80 years ago, and voting by ballot was introduced, with the idea that it would promote secrecy and do away with the coercion of employees by their employers. In this expectation the advocates of the new plan were disappointed, as it was found that if an employee was to be coerced or a voter bribed it was perfectly feasible to make him vote on an open or marked ticket. This introduction of the Australian system of voting in recent years had the same object in view, but again there was disappointment, as men were soon discovered for defeating this object. Other features of the Australian system, however, are far superior to the old plan of voting by private tickets so as to entirely justify its general adoption throughout the land. What effect the new form of ballot adopted in Maryland will have upon the secrecy of the vote remains to be seen. The new law establishes aid by ballot clerks, and so closes one method of ascertaining how a man votes.

Judge Toney, in his autobiography, gives an interesting description of a *viva voce* election in Calvert County in 1890, when he was a candidate for the House of Delegates. Members of the House, electors of Senators and the sheriffs were the only officials elected by the people for more than half a century after the State Government was established. The Governors were elected by the Legislature and other officials were appointed. At the time Judge Toney was a candidate for the Legislature he says it was not considered right in principle to expedient to carry party divisions into all concerns of the State, and nothing was said of the politics of the candidate but whether he was better qualified for the place than his competitor. The whole country voted at the courthouse, and the election lasted four days. The votes were *viva voce*, and the sheriff held the election and when the polls were closed and the votes added up, he pronounced in a loud voice the names of those who were chosen. The candidate during the election sat on a raised bench immediately before the sheriff, so that each of them could see and be seen by every voter. When a voter came up every candidate began to solicit his vote and to press his own name upon him. These scenes were occasionally enlivened by salutes of wit between the voter and the candidate, and sometimes the voter gave a pretty hard hit to a candidate whom he happened to dislike. The four days were days of no small anxiety to the candidates, the poll books being open before them, they were always aware of the exact number of votes each had received and the ebb and flow in their prospects.

LATEST STEAMER MOVEMENT.

The M.M. steamer *Caledonian*, with the next French mail, left Singapore at 2 p.m. yesterday, for his port via Falun.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using BOWLAND'S KALDOR, the most soothing, healing, nutritive and refreshing preparation, and warms hairless to the most delicate skin. It rouses and removes Freckles, Tan, Sunburn, Redness, Roughness, heat, Cutaneous Eruptions, Irritation, Signs of Insects, Eczema, Bursa, imparts a lustrous beauty to the complexion, and arrests the neck, hands and arms in matches whiteness, unmatchable by any other means. Ask Stores and Chemists for BOWLAND'S KALDOR, and avoid poisonous tonics.

THE PLAGUE IN INDIA.

The (London) Times has the following article in its issue of the 13th ult.:—

The scientific Commission which was appointed in November, 1898, by the Governor-General of India, with the approval of the home Government, to inquire into the origin of the different outbreaks of plague in India, into the manner in which the disease is communicated; into the effects of curative serum; and into the effects of preventive inoculation; and which commenced its labours on the 29th of November, has now completed a report dealing with the several questions submitted for its consideration. The report covers between five and six hundred closely-printed full pages, and is accompanied by a series of maps and an index of the evidence taken before the Commission; so that it is not possible to do more on this occasion than briefly summarise the most important of the conclusions at which, under each of the heads of the inquiry, the Commissioners have arrived. The President of the Commission was Professor T. R. Fraser, of Edinburgh, and his colleagues were Mr. Hewitt, Secretary to the Government of India, in the Home Department; Professor Wright, M.D., of Netley; Mr. Canine, a senior collector in the Bombay Presidency; and Dr. Butter, President of the Sanitary and Quarantine Council of Egypt. Local investigations were carried out in Bombay city and Presidency, in Mysore, Madras, Hyderabad (Deccan), Central Provinces, Bengal, North-West Provinces, Punjab, Cutch State, Baroda State, and Daman, and members of the Commission personally supervised the conduct of scientific work in Bombay. The first of the questions submitted to the Commissioners appears to be incapable of any positive solution; inasmuch as it has been impossible to determine the period of commencement of the disease in Bombay; for when first discovered there it was found already to have obtained a hold upon the Mandvi quarter, to which it remains confined for some time. This quarter is that of the docks and warehouses in which imported merchandise and grain for export are stored; and the fact that plague first appeared there manifestly favours the belief that it was imported by sea, although no definite facts have come to light to show that this was actually the case. On the one hand there is no record of the occurrence of plague among men or rats on board ships arriving at Bombay before the outbreak in the city; on the other hand, there are no clearly established facts pointing to its importation in clothes or merchandise. What appears to be fairly well established—and beyond it everything is doubtful—is that beyond it everything is doubtful—is that plague cases occurred first in the Mandvi quarter, and that they were occurring there as early as July, 1898. The first cases officially recognised were those reported by Mr. Viegas on the 23rd of the following September, and it is manifest that in the intervening time all trace of the actual commencement might well be lost. The difficulties hence arising are clearly insuperable; and it is satisfactory to turn away from them in order to record the conclusion of the Commissioners that the disease has exerted a much smaller effect upon the general mortality of India than has been generally assumed. Although the plague mortality in the Bombay Presidency has been far larger than the average mortality from cholera in the same area, the plague mortality over the whole of India has not approached this average mortality; has amounted to only little more than the 9 per cent. of the annual mortality attributed to British India to fevers; and has been equal to less than 7 per cent. of the total mortality in an ordinary year. Thus, although the figures of plague mortality are high when taken by themselves, the disease has not yet been able to make itself felt as one of the most important factors that influence the total death-rate of the country.

With regard to the second question, the manner in which the disease is communicated, the Commissioners declare that the risk of plague infection from patients, taken in the aggregate, is a small one, although primary pneumonic plague constitutes an exception to the rule and (presumably from the presence of the bacilli in expired sputum in expectoration) is highly infective. The same holds good of the exceptional cases in which rashes appear on the skin; but in the ordinary form, on the contrary, the infective material is not thrown off by the skin or to any considerable extent by the lungs, but appears only in the excretion, and then only in the last stages of the disease. The same statements must be taken to apply also to infected rats. With regard to indirect infectivity, the Commissioners report that the house in which plague patients or plague rats have died, and the clothes and other effects which have been soiled by the excretions of plague-infected rats, are infective, and that they may retain their infectivity for considerable periods. Thus the disease, which in certain of its manifestations is formidable from its direct infectivity, is formidable from its manifestations (with one exception) from the point of view of its indirect infectivity, especially in all the manner in which infection clings for long periods to contaminated houses and personal effects. The danger to those who live in infected houses appears to be much greater than that of those who merely come in contact with plague patients, seeing that the bacilli escape from the sputum, for the most part, only shortly before death, while it is capable of surviving and of communicating disease for long periods afterwards. The full measure of plague infectivity has probably been to a large extent concealed in India by the palms which have been taken either to extinguish the infection in houses or to remove the people from the most infected areas or to remove the danger to others. Where nothing of the kind has been done, either from conscientiousness or from other causes, the consequences have been terrible. In one case quoted nine un inoculated persons died in a single family, of whom only four members, and these all inoculated, survived. It seems to be beyond doubt that the chief factor in the diffusion of plague is human intercourse, and all that it implies in the way of conveyance of infected clothing or other portable forms of property. Individual cases are not, of course, easily traceable in towns, but inquiries made in villages have frequently led to positive results. Out of nearly one villages in which the source of infection was inquired into, it was traced in 65. In 42 of these, or 65 per cent., it was imported by persons who themselves developed plague after visits to, or residence in, infected villages. In five, or 8 per cent., it was imported by persons who themselves developed plague after coming into contact, in an uninfected place, with people from an infected place. In 16, or 24 per cent., it was imported in infected articles, and there were only two villages in which all the sources of infection, except rats or clothes, could be excluded.

On the question of the value of preventive inoculation the Commissioners report that sensibly diminishes the incidence of plague attacks on the inoculated population, but that the effects of the inoculation having suffered at Bulan. It diminishes the death-rate, both by diminishing the number of cases and by diminishing the severity of the attacks when occurring in inoculated persons. The protection afforded does not appear to be produced until some days after the operation, but it certainly endures for some considerable number of weeks, probably for some months. The facts are, however, to some extent obscured by the varying strength of the vaccine employed; and the Commissioners recommend accurate standardization for the future, and record the satisfaction of the people, the syringe employed should be sterilized, before every operation, in the presence and sight of the patient. With regard to the treatment by serum, the conclusions are less satisfactory; whether that of Yersin or that of Loeffling has been employed. The Commissioners conclude that, upon the whole, a certain amount of advantage lies in all probability in the use of the serum, but that it is not possible to do more on this occasion than briefly summarise the most important of the conclusions at which, under each of the heads of the inquiry, the Commissioners have arrived. The President of the Commission was Professor T. R. Fraser, of Edinburgh, and his colleagues were Mr. Hewitt, Secretary to the Government of India, in the Home Department; Professor Wright, M.D., of Netley; Mr. Canine, a senior collector in the Bombay Presidency; and Dr. Butter, President of the Sanitary and Quarantine Council of Egypt. Local investigations were carried out in Bombay city and Presidency, in Mysore, Madras, Hyderabad (Deccan), Central Provinces, Bengal, North-West Provinces, Punjab, Cutch State, Baroda State, and Daman, and members of the Commission personally supervised the conduct of scientific work in Bombay. The first of the questions submitted to the Commission appears to be incapable of any positive solution; inasmuch as it has been impossible to determine the period of commencement of the disease in Bombay; for when first discovered there it was found already to have obtained a hold upon the Mandvi quarter, to which it remains confined for some time. This quarter is that of the docks and warehouses in which imported merchandise and grain for export are stored; and the fact that plague first appeared there manifestly favours the belief that it was imported by sea, although no definite facts have come to light to show that this was actually the case. On the one hand there is no record of the occurrence of plague among men or rats on board ships arriving at Bombay before the outbreak in the city; on the other hand, there are no clearly established facts pointing to its importation in clothes or merchandise. What appears to be fairly well established—and beyond it everything is doubtful—is that beyond it everything is doubtful—is that plague cases occurred first in the Mandvi quarter, and that they were occurring there as early as July, 1898. The first cases officially recognised were those reported by Mr. Viegas on the 23rd of the following September, and it is manifest that in the intervening time all trace of the actual commencement might well be lost. The difficulties hence arising are clearly insuperable; and it is satisfactory to turn away from them in order to record the conclusion of the Commissioners that the disease has exerted a much smaller effect upon the general mortality of India than has been generally assumed. Although the plague mortality in the Bombay Presidency has been far larger than the average mortality from cholera in the same area, the plague mortality over the whole of India has not approached this average mortality; has amounted to only little more than the 9 per cent. of the annual mortality attributed to British India to fevers; and has been equal to less than 7 per cent. of the total mortality in an ordinary year. Thus, although the figures of plague mortality are high when taken by themselves, the disease has not yet been able to make itself felt as one of the most important factors that influence the total death-rate of the country.

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NEW ADVERTISEMENTS

LOST.

LEATHER POCKET BOOK containing Letter of Credit on Hongkong and Shanghai Bank and Chartered Bank of India, &c. Lost in Queen's Road this afternoon, Reward 10 dollars if brought to Hongkong Hotel. Contains also Papers and Cards Hongkong, 24th December, 1901. [3205]

NOTICE

SPECIAL HOME RETURN TICKETS.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for two years (from date of departure to date of arrival or return) for one and one half fare.

E. A. HEWITT.

Superintendent, P. & O. S. N. Co.

P. DE CHAMPORIN.

Acting Agent, Messageries Maritimes Co.

MELCHERS & CO.

Agents, Norddeutscher Lloyd.

Hongkong, 25th December, 1901. [3201]

PUBLIC AUCTION.

THE Undersigned have received instructions from Lion HENDLEY, A.P.D.; to sell by Public Auction,

SATURDAY,

the 28th DECEMBER, at 2.30 P.M., No. 4, LYNEHORN VILLAS, Kowloon,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

Comprising:-

Double and Single IRON BESTEADS with WIRE and AIR MATTRESSES, TEAKWOOD OVERMANTEL, DINNER SERVICE, RUGS, TEAKWOOD DINING TABLE and CHAIRS, BOOKCASE, SIDEBOARD &c., &c. Also:

One COTTAGE PIANO by W. Robison & Co.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 25th December, 1901. [3204]

IN THE MATTER OF ORDINANCE

No. 2 of 1892, AND IN THE MATTER OF THE PETITION OF WILLIAM LAWRENCE

VOELKER, of 42, Bernard Street, London, England, Electrician for LETTERS PATENT for the exclusive use within the Colony of Hongkong of an Invention for Improvements in the Manufacture of Filaments for Incandescing Electric Lamps.

NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM LAWRENCE VOELKER, by DENNYS & BOWLEY, his Solicitors, to apply at the sitting of the Executive Council herein-after mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above named invention. And NOTICE IS HEREBY ALSO GIVEN that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber at the Government Office, Victoria, Hongkong on THURSDAY, the 9th day of January, 1902, at 11 A.M.

Dated this Twenty-fourth day of December, 1901.

DENNYS & BOWLEY,

Solicitors for the Applicants.

DOUGLAS' STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG."

Captain Bathurst, will be despatched for the above ports on FRIDAY, the 27th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS, LA PRAIK & CO.,

General Managers.

Hongkong, 24th December, 1901. [3207]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
(Taking Cargo at through rates to TIENTSIN, CHINCHANG and HANKOW.)

THE Steamship

"LOONGMOON."

Captain Schuld, will be despatched for the above ports on FRIDAY, the 27th inst., at DAYLIGHT.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIE MENSEN & CO.,

Agents.

Hongkong, 25th December, 1901. [3203]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M., the 27th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be consigned by JARDINE, MATTHESON & CO., General Managers, Hongkong, 23rd December, 1901. [3205]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SEATTLE, TACOMA, YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship

"TENKAI"

having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Contamination, and to take immediate delivery of their Goods from alongside.

DODWELL & CO., LTD.

Agents.

Hongkong, 24th December, 1901. [3204]

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG."

Captain Payne, will be despatched as above on TUESDAY, the 31st inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.

General Managers.

Hongkong, 23rd December, 1901. [3206]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIEN."

Captain Blanc, will be despatched for the above ports on about TUESDAY NEXT, the 31st

instant.

For Freight or Passage, apply to

P. DE CHAMPORIN.

Acting Agent, Messageries Maritimes Co.

MELCHERS & CO.

Agents.

Norddeutscher Lloyd.

Hongkong, 25th December, 1901. [3201]

PUBLIC AUCTION.

THE Undersigned have received instructions from Lion HENDLEY, A.P.D.; to sell by Public Auction,

from the Administrator of the Estate of

Mr. J. J. FLAHERTY, K.C. (deceased), to Sell by

Public Auction.

MONDAY,

the 30th DECEMBER, 1901, at 11 A.M., at his

OFFICES, No. 4, Des Vaux Road.

A Large Number of HISTORICAL

BIOGRAPHICAL, CLASSICAL, SCIENTIFIC,

RELIGIOUS, MEDICAL, EDUCATIONAL,

MILITARY, NAVAL, POLITICAL,

LEGAL, POETICAL and ADVENTURE,

ESSAYS, REFERENCE BOOKS

ON SOUTH AFRICA and the FAR EAST,

MISCELLANEOUS WORKS, &c., &c.;

Also a Number of BOOKS in the French,

German and Spanish Languages.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 25th December, 1901. [3200]

FOR SALE

BY PRIVATE TENDER.

THE GOOD SEA WORTHY SAILING

VESSEL

"YOSHIOYE MARU"

(Japanese Barque).

Belonging to the Undersigned,

AS SHE LIES NOW IN KISUKAWA,

OSAKA.

PARTICULARS of the VESSEL.—Wood

hull; gross tonnage, 355.93 tons; regis-

tered tonnage, 343.96 tons; built at Hamburg

in 1878, and fully repaired in 1892; length, 130

feet; breadth, 25 feet 6 inches; depth, 14 feet;

with all necessary equipments for sailing.

The Barque can be inspected at any time.

The SALE will be made for CASH, payable on

transfer of the vessel. All Transfer Fees to

be paid by Purchaser.

The Undersigned retain the right of accept-

ing or refusing any or all of the Tenders.

TENDERS will be received until 31st

JANUARY, 1902, and decided on the 5th

FEBRUARY, 1902.

N.B.—These particulars are presumed to be

correct, but are not guaranteed.

For further information, apply to

S. OYA,

Saiwai-cho, 2-chome, Osaka.

Telephone: Nishi, No. 323.

Osaka, 10th December, 1901. [3208]

CHRISTMAS AND NEW YEAR

HOLIDAYS.

IN accordance with the provisions of Ordin-

ance No. 6 of 1875 the undermentioned

Banks will be CLOSED for the transaction of

Public Business TO-DAY (WEDNESDAY)

and TO-MORROW (THURSDAY), the 25th

and 26th instant, and WEDNESDAY and

THURSDAY, the 1st and 2nd January, 1902.

For the CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA,

T. P. COCHRANE,

Manager, Hongkong.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

Chief Manager.

GEO. W. F. PLAYFAIR,

Chief Manager.

For the MERCANTILE BANK OF INDIA,

LIMITED.

JOHN THURBURN,

Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,

Hongkong Agency,

L. BERINDOAGUE,

Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED.

J. W. H. TAYLOR,

Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,

Manager.

For the IMPERIAL BANK OF CHINA,

E. W. BUTTER,

Manager.

For the IMPERIAL BANK OF CHINA,

J. M. KAUFMANN & CO.

HOTEL
Extracts from "BOA VISTA" Visitors' Book
Everything most comfortable.
Food good and nicely cooked.
Everything supplied for comfort.
The most attractive spot and very best hotel I have seen in China.
Delighted with our visit. Too charming for words.
We have spent the happiest hours of our lives at the "Boa Vista" Hotel.

Delighted with hotel and Macao.
An ideal place for a quiet holiday.

"Boa Vista" is by a long way the best Hotel in the East. We cannot strongly enough recommend this first-class house.

Food and attendance excellent; bed-rooms comfortable, scrupulous cleanliness throughout. For one desirous of a few days' rest and quiet to recuperate, an ideal establishment.

Most pleasant retreat for one either in good or bad health.

Quel charmant petit endroit ce sera pour le repos des fatigues.

Ravissant Hotel.

A charming place. The best Hotel I have found in the Orient.

TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732.681

INSURANCES
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732.681

I. AUTHORIZED CAPITAL £3,000,000 0 0
SUBSCRIBED CAPITAL 2,750,000 0 0
PAID-UP CAPITAL 687,500 0 0
FIRE FUNDS 2,837,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMEI & CO., Agents.

Hongkong, 3rd July, 1901. [1641]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [33]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRE & CASUALTY RISKS at Current Rates.

SIEMSSSEN & CO., Agents.

Hongkong, 29th May, 1895. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSSEN & CO., Agents.

Hongkong, 16th November, 1892. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL 240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [185]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTTE, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [194]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSSEN & CO., Agents.

Hongkong, 16th May, 1892. [30]

"L'URBAINE" FIRE INSURANCE COMPANY, LTD. (Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.

Hongkong, 7th February, 1901. [429]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. [182]

SIEN TING.

SURGEON DENTIST, NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [1246]

AMERICAN SYSTEM

DENTISTRY.

AT NO. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW.

(LATE OF FOOTE & NOBLE.)

Hongkong, 15th September, 1899. [1319]

ENTERTAINMENT
HONGKONG BENEVOLENT SOCIETY
A SUBSCRIPTION DANCE

in aid of the above SOCIETY will be held in the CITY HALL, on

JANUARY 24th, 1902, at 9.30 P.M.

Tickets ... 55 each.

Tickets may be had from Mrs. FORBES,

East Point, or from Members of the Committee of the Society.

Hongkong, 19th December, 1901. [3242]

PUBLIC COMPANIES

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Offices of the Company, 38 and 41, Queen's Road Central, on FRIDAY, the 27th day of December, 1901, at NOON, for the purpose of receiving the Report of the General Manager; together with a Statement of Accounts for the year ending 30th November, 1901.

The TRAMSFER BOOKS of the Company will be CLOSED from the 20th to 23rd inst., both days inclusive.

JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 14th December, 1901. [3171]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICE, NO. 2, Albert Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 10th day of January, 1902, at 4 P.M., when the abridged resolution which was passed at the Extraordinary General Meeting held on the 18th December, 1901, will be submitted for confirmation as a special resolution.

"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company, be altered to read \$1,500 (Fifteen hundred dollars)."

By Order of the Board of Directors.
R. P. MOFFITT,
Secretary.
Hongkong, 24th December, 1901. [3287]

CHRISTMAS 1901.

THE Undersigned is now prepared to supply

CHRISTMAS CAKES

of the best quality, weighing from 1 lb. to 20 lbs., and also MINCE PIE, ASSORTED CAKES, &c. &c.

DORABEE NOWROJEE,
Hongkong Bakery,
51, Des Voeux Road.

Hongkong, 7th December, 1901. [3123]

NOTICE.

DURING REPAIRS to one of the

WELLS, a full Supply of Water to the

Kowloon Peninsula cannot be maintained.

Water will, however, be TURNED ON from

above 6 A.M. till NOON.

It is anticipated that the repairs will be completed and the full supply resumed within a few days.

The districts of Mong-kok-tai and Yau-mati are not included in the above Notice, as they are supplied from a separate source.

W. CHATHAM, Water Authority.

Hongkong, 14th December, 1901. [3174]

YEE SANG & CO.

COAL MERCHANTS,

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO. No. 144, DES VOEUX ROAD.

A. LING & CO., FURNITURE STORE.

FEATHER PILLOWS, PLATED

GLASS AND CROCKERY WARE.

Also FOOCHEW LACQUERED WARE.

FURNITURE ON HIRE.

68, Queen's Road Central.

Hongkong, 5th December, 1901. [3102]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply

the shipping in Hongkong with PURE

and FILTERED WATER both for deck and

boilers.

Call Flag W.

J. W. KEW,
Manager.

20, Des Voeux Road.

Hongkong, 18th December, 1901. [3166]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic feet of Cold

Storage available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays

excepted, to receive and deliver perishable goods

W.M. PARLAME, Manager.

Hongkong, 18th November, 1901. [655]

NOTICE

THE Undersigned carry in Stock an

extensive line of CIGARS and

COQUETTES from the "GERMINAL

FACTORY" of Manila, for which they are

sole Agents in Hongkong. Prices moderate.

Stocks of specially selected quality.

A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO., Bracondale Arcade.

Hongkong, 2nd August, 1901. [1913]

H. F. CARMICHAEL

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG

A.B.C.O. Edition.

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. [3361]

[ALL RIGHTS RESERVED.]

A QUEEN OF HEARTS,
BY
A. ST. JOHN ADCOCK
(Author of "In the Walk of the War," "End
End Ily," &c.)

Bunco was inclined to be captious.

"The best on 'em," he observed, "ain't

aliv the best lookin'."

"Not always," Mr. Pleet admitted. "But

Rose—the one I'm tellin' you about—

"There's another singin' thing," Mr. Hendry interrupted, "that's my daughter's name too!"

Mr. Pleet shook his head obstinately.

"As I said afore," Mr. Hendry insisted,

"this gal you talk about with the blue eyes

an' dimples, an' wonderful small mouth, un'

"An' fluffy brown 'air," prompted Bunco.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 4, nearest Hongkong 3, midway between Hongkong and Kowloon 2, and those vessels berthed at the Kowloon Wharf 1, together with the number denoting the section.

1. From Green Island to the Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & BIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|------------|-------|--------------------------|----------------------------|------------------|
| LONDON | GLAUCUS | Brit. str. | 2 m. | G. W. Gordon, E.N.E. | BUTTERFIELD & SWIRE | To-morrow. |
| LONDON | JAVA | Brit. str. | 2 m. | P. & O. S. N. Co. | On 23rd inst. at Noon. | |
| LONDON, VIA SUEZ CANAL | GLENFARO | Brit. str. | 2 m. | Donaldson | On 2nd Jan. at Noon. | |
| LONDON, &c. VIA PORTS OF CALL | VALENTA | Brit. str. | 2 m. | A. G. Cubitt, E.N.E. | On 4th Jan. at Noon. | |
| LONDON | DEUTSCHLAND | Brit. str. | 2 m. | P. & O. S. N. Co. | On 7th Jan. at Noon. | |
| LONDON | PELUS | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 7th January. | |
| LONDON | STENOR | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 21st January. | |
| LONDON | IDOMENEUS | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 4th February. | |
| LONDON | AJAX | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 18th February. | |
| LONDON | PATROCULUS | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 4th March. | |
| LIVERPOOL DIRECT | TANTALUS | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 20th January. | |
| LIVERPOOL DIRECT | WAKASA MARU | Jap. str. | 2 m. | NIPPON YUSEN KAISHA | On 27th Inst. at Daylight. | |
| MARSEILLES, LONDON & ANTWERP, V. S. FORE, &c. | YANNA | Fren. str. | 2 m. | J. B. Macmillan | On 10th Jan. at Daylight. | |
| MARSEILLES, &c., VIA PORTS OF CALL | KANAGAWA MARU | Jap. str. | 2 m. | J. Mackenzie | On 21st January. | |
| MARSEILLES, LONDON & ANTWERP, V. S. FORE, &c. | KONG ALBERT | Ger. str. | 2 m. | C. Polack | On 4th January. | |
| BREMEN, VIA PORTS OF CALL | NUERNBERG | Ger. str. | 2 m. | Ammon | On 13th January. | |
| HAYEL, BREMEN, ROTTERDAM & HAMBURG | STRASBURG | Ger. str. | 2 m. | Madson | On 25th January. | |
| HAYEL, BREMEN & HAMBURG | SAMIA | Ger. str. | 2 m. | Schmidt | On 12th February. | |
| HAYEL & HAMBURG | AMERIA | Ger. str. | 2 m. | Dickstein | On 2nd February. | |
| HAYEL & HAMBURG | C. FRED. LANGE | Ger. str. | 2 m. | Fuchs | On 15th January, P.M. | |
| HAYEL & HAMBURG | MARIA VALERIA | Aus. str. | 2 m. | SANDKE, WIELER & CO. | On 31st inst. | |
| TRISTE VIA SINGAPORE, &c. | OBONAYA | Brit. str. | 2 m. | DODWELL & CO., LIMITED | On 15th January, at Noon. | |
| NEW YORK VIA PORTS & SUEZ CANAL | EMPEROR OF CHINA | Brit. str. | 2 h. | R. Archibald, E.N.E. | On 29th January. | |
| NEW YORK VIA SUEZ CANAL | TARTAR | Brit. str. | 2 m. | E. Beetham | On 27th inst. | |
| VANCOUVER, VIA SHANGHAI, &c. | VICTORIA | Brit. str. | 4 m. | P. Paulon | On 30th inst. at 4 P.M. | |
| VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c. | ITO MARU | Jap. str. | 2 m. | S. J. G. Parsons | On 13th Jan. at 4 P.M. | |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI | KINSHU MARU | Jap. str. | 2 m. | F. L. Pyne | To-morrow. | |
| PORTLAND OREGON | INDRAVELLI | Brit. str. | 2 m. | W. E. Craven, E.N.E. | On 16th January. | |
| SAN DIEGO, &c. VIA MOJI, &c. | CHINTU | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 2nd Jan. at 4 P.M. | |
| AUSTRALIAN PORTS | KUMANG MARU | Jap. str. | 2 m. | NIPPON YUSEN KAISHA | On 9th January. | |
| AUSTRALIAN PORTS | AILIS | Brit. str. | 2 m. | GIBB, LIVINGSTON & CO. | On 1st inst. at Noon. | |
| YOKOHAMA VIA SHANGHAI, MOJI & KOBE | SHANGHAI | Brit. str. | 2 m. | P. & O. S. N. Co. | On 1st inst. at Noon. | |
| KOBE DIRECT | HIROSHIMA MARU | Jap. str. | 2 m. | DODWELL & CO., LIMITED | On 12th January. | |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 17th Jan. at Daylight. | |
| KOBE & YOKOHAMA | TAMA MARU | Jap. str. | 2 m. | NIPPON YUSEN KAISHA | On 2nd Jan. at Daylight. | |
| NAGASAKI, KOBE & YOKOHAMA | BINGO MARU | Jap. str. | 2 m. | NIPPON YUSEN KAISHA | On 17th Jan. at Noon. | |
| NAGASAKI, KOBE & YOKOHAMA | KASUGA MARU | Jap. str. | 2 m. | NIPPON YUSEN KAISHA | On 27th inst. at Daylight. | |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | LOOKONG MARU | Jap. str. | 2 m. | MESSAGERIES MARITIMES | On 30th inst. at 4 P.M. | |
| SHANGHAI VIA SWATOW & AMOY | CALEDONIAN | Fren. str. | 2 m. | P. & O. S. N. Co. | On 13th Jan. at 4 P.M. | |
| ANPING, VIA SWATOW & AMOY | AMFING MARU | Brit. str. | 1 m. | W. V. Vibert | To-morrow. | |
| AMOY, SAMARANG & SURABAYA | MAUDURO MARU | Jap. str. | 1 m. | K. Suzuki | On 1st January. | |
| TAMSUI, VIA SWATOW & AMOY | DAIGI MARU | Jap. str. | 1 m. | MITSUI BUSSAN KAISHA | On 27th inst. | |
| SWATOW, AMOY & TAMSUI | HAIKONG | Brit. str. | 2 h. | T. Kato | On 29th inst. | |
| SAMARANG & SURABAYA | BUCKBURN | Brit. str. | 2 m. | Douglas Laprae & Co. | On 27th inst. at Daylight. | |
| MANILA, DIRECT | ESMERALDA | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 28th inst. at Noon. | |
| MANILA, VIA AMOY | YUNSHANG | Brit. str. | 2 m. | JARDINE, MATTHESON & CO. | On 27th inst. at Daylight. | |
| MANILA | KUMANO MARU | Jap. str. | 2 m. | NIPPON YUSEN KAISHA | On 4th Jan. at 4 P.M. | |
| MANILA | ROSETTA MARU | Jap. str. | 2 m. | MITSUI BUSSAN KAISHA | On 2nd Jan. at 4 P.M. | |
| MANILA | CHINTU | Brit. str. | 2 m. | BUTTERFIELD & SWIRE | On 3rd inst. at 4 P.M. | |
| MANILA, CEBU & ILOILO | SUNGKANG | Brit. str. | 2 m. | NIPPON YUSEN KAISHA | On 16th January. | |
| BOMBAY, VIA SINGAPORE & COLOMBO | KAGOSHIMA MARU | Jap. str. | 2 m. | JARDINE, MATTHESON & CO. | On 28th inst. at Noon. | |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | Brit. str. | 2 m. | F. K. Kori | On 31st inst. at Noon. | |
| SHIPPING. | | | | P. Payne | | |

The British steamer *Changchow*, from Tengku via Chefoo 10th inst., had light N.W. winds and fine to Chefoo; thence strong N. to N.W. winds, high sea and continuous snow squalls until noon of the 20th; thence moderate monsoon and sea to port.

VESSELS ON THE BERTH.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA &c.

S.S. "THYRA" On 26th December.

The Steamer "THYRA" will be despatched from SAN DIEGO till SAN FRANCISCO via MOJI, KOBE, and SAN FRANCISCO via MOJI, KOBE, and YOKOHAMA on THURSDAY, the 26th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcels and Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 18th December, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUETS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARESILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY the 30th December, 1901, at 1 P.M. the Company's Steamer "YARIA", Captain N. G. Parsons, with Mail, Passengers, Specie and Cargo, will leave this port for MARESILLES via BOMBAY.

This Steamer connects at COLOMBO with the a.s. *Polymeris* which vessel takes on her Passengers and Mails leaving that port on the 11th January, 1902, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 29th December. (Parcels are not to be taken on board; they must be left at the Agency's Office.)

Consolidation and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DR. CHAMPION, Acting Agent.

Hongkong, 18th December, 1901.

SHIPPING REPORTS.

The British steamer *Singkang*, from Manila 21st inst., had fine weather and light winds throughout.

The British steamer *Doocoo*, from Taku

Bar via Chefoo 17th inst., reported - Passed

water-logged junk in lat 23.50 N. long 118.4 E. on the 23rd inst.

THE HONGKONG DAILY PRESS, WEDNESDAY, DECEMBER 25TH 1901

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO TAKE PASSENGERS AND LUGGAGE.

N.B. - CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION

STEAMERS DESTINATIONS SAILING DATES

KONIG ALBERT

PRINZESS IRENE

PRINZ HEINRICH

PREUSSEN

HAMBURG

KIAUTSCHOU

SACHSEN

BAYERN

STUTTGART

KONIG ALBERT

PRINZESS IRENE

PREUSSEN

HAMBURG

* Steamers of the Hamburg-Amerika Linie. Calling at Amsterdam.

WEDNESDAY

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

| OUTWARDS. | | DUE. | |
|------------|--|-------------------|--|
| STEAMERS | | On 26th December. | |
| "STENTOR" | | On 3rd January. | |
| "MEMNON" | | On 8th January. | |
| "IDOMENUS" | | On 18th January. | |
| "TANTALUS" | | On 22nd January. | |
| "AJAX" | | On 31st January. | |
| "PYTHIUS" | | | |

HOMEBWARDS.

| STEAMERS | | TO SAIL. | |
|-------------|--|------------------------|--|
| "GLAUCUS" | | On 25th December, P.M. | |
| "DEUCALION" | | On 7th January. | |
| "PELEUS" | | On 21st January. | |
| "STENTOR" | | On 4th February. | |
| "IDOMENUS" | | On 18th February. | |
| "AJAX" | | On 4th March. | |
| "PATROCLUS" | | On 20th January. | |

LONDON "TANTALUS" On 15th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

161

CHINA NAVIGATION CO.,
LIMITED.

| STEAMERS | | TO SAIL. | |
|---|-------------|-----------------------|--|
| AMOY, SAM-LEANG & SURABAYA | "SHANTUNG" | On 24th December. | |
| SAMARANG and SOERABAYA | "BRUCKBURN" | On 28th December. | |
| MANILA, CEBU and ILILO | "SUNGKIAH" | On 28th December. | |
| KOBE and YOKOHAMA | "CHANGSHA" | On 12th January, 1902 | |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE | "CHINGTU" | On 16th January, 1902 | |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901.

162

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | | LEAVING | |
|---------------------|-----------------|-------------------------------|--|
| TAMSUI, VIA SWATOW | "DAIGI MARU" | SUNDAY, 29th December. | |
| AND AMOY | "KIRANO" | SUNDAY, 5th January. | |
| TAMSUI, VIA SWATOW | "DALIN MARU" | SUNDAY, 12th January. | |
| AND AMOY | "T. OGATA" | SUNDAY, 19th January. | |
| ANPING, VIA SWATOW | "MAIDZURO MARU" | FRIDAY, 27th December. | |
| AND AMOY | "T. SAITO" | WEDNESDAY, 1st January, 1902. | |
| FOOCHOW, VIA SWATOW | "ANPING MARU" | WEDNESDAY, 1st January, 1902. | |
| AND AMOY | K. SUZUKI | | |

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

For Freight or Passage, apply to

OSAKA SHOSEN KAISHA.

Agents.

163

THE MITSUI BUSSAN KAISHA.

Hongkong, 18th December, 1901.

Agents.

TOYO KISEN KAISHA.

(ORIENTAL S. S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE COMPANY'S WELL-KNOWN STEAMSHIP
"ROSETTA MARU."

3,876 Tons Gross, Captain Tate, having been placed on the above Service, will be despatched hence for MANILA, on or about SATURDAY, the 4th January, 1902, at Noon.

Magnificent Accommodation, Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA.

AGENTS.

No. 6, Ice House Street and Corner of Des Voeux Road, First Floor.

Hongkong, 25th December, 1901. [245]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOI, KOREA & YOKOHAMA, FOR OREGON RAILROAD & NAVIGATION CO.

OPERATING IN CONNECTION WITH THE STEAMSHIP TONE.

INDRAVELL" 4,589 W. E. CRAVEN, M.R.N. December 1, 1901.

INDRAPIURA" 4,659 A. E. Hollingsworth January 14, 1902.

KNIGHT COMPANION" 4,111 C. E. Frogatt, M.R.N. February 15, 1902.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 11th December, 1901. [316]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA via AMOY.

The Company's Steamship

"YUENGANG" Captain Rolfe, will be despatched as above on

FRIDAY, the 27th inst., at 4 P.M.

This steamer has superior accommodation for first-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO., General Managers.

Hongkong, 21st December, 1901. [322]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON via SUEZ CANAL.

THE Steamship

"GLENFARG."

Captain Donaldson, will be despatched above on

THURSDAY, the 2nd January, at Noon.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 24th December, 1901. [323]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FRENCH GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"GLENVALETTA"

Captain A. G. Caud, M.R.N., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 11th January, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay WITHOUT transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 23rd December, 1901. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESEX, AND LONDON.

THE Steamship

"GLENESK."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival here, after which no claims will be recognized.

McGREGOR BROS. & GOW.

Hongkong, 26th December, 1901. [1]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJIAN SHANG-HAI.

THE Steamship

"ASAMA."

Captain Benard, will be despatched as above on 31st December.

For Freight, apply to SHEWAN, TOME & CO.

Hongkong, 23rd December, 1901. [325]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SILESIA."

having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from the Godowns.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD.

Hongkong, 20th December, 1901. [1]

NOTICE TO CONSIGNEES.

STEAMSHIP "SILESIA."

Captain Baile, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from the Godowns.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD.

Hongkong, 20th December, 1901. [1]

NOTICE TO CONSIGNEES.

STEAMSHIP "SILESIA."

Captain Baile, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from the Godowns.

POST OFFICE NOTICES.

During the Christmas Holidays the Post Office will be open during the hours stated below—To-day, the 25th inst., from 8 to 9 a.m. and again from noon to 3:30 p.m. to despatch the outgoing German Mail for Europe. On Thursday, the 26th inst., from 8 to 9 a.m. only. Correspondence for local delivery on those days may be posted up to 9 a.m. The Night Box will be left open during the time the office is closed.

The Money Order Office will be entirely closed on both days.

The *Express of China*, with the Canadian Mail, left Shanghai on Sunday, the 22nd inst., at 5 p.m., and may be expected here to-day.

The *Caledonian*, with the French Mail of the 26th inst., left Colombo on Wednesday, the 18th inst., at 2 p.m., and may be expected here on or about Monday, the 20th inst. This Packet brings replies to letters despatched from Hongkong on the 26th October last.

The *Dove*, with the American Mail of the 21st inst., left Yokohama on Monday, the 23rd inst., at daylight, and may be expected here on or about Tuesday, the 31st inst.

MAILS WILL CLOSE.

| FOR | FROM | DATE |
|--|----------|----------------------------|
| Canton | Hongkong | Wednesday, 26th, 7.30 A.M. |
| Macao | Hongkong | Wednesday, 26th, 9.00 A.M. |
| Kumchuk and Samsui | Hongkong | Wednesday, 26th, 9.00 A.M. |
| Canton | Hongkong | Wednesday, 26th, 9.00 A.M. |
| Chitoo | Hongkong | Wednesday, 26th, 9.00 A.M. |
| Indraji | Hongkong | Wednesday, 26th, 9.00 A.M. |
| Apenrade | Hongkong | Wednesday, 26th, 9.00 A.M. |
| Europe, &c., India via Tuticorin | Hongkong | Wednesday, 26th, 7.30 A.M. |
| (Late Letters 3:05 to 3:30 P.M. Extra Postage 10 cents.) | Hongkong | Wednesday, 26th, 7.30 A.M. |

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